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CENTRAL INTELLIGENCE AGENCY WASHINGTON 25, D. C.

1 2 JUN 1962

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MEMORANDUM FOR: The Acting Director of Central Intelligence

SUBJECT

: MILITARY THOUGHT (SECRET): "Reserves of Military-Transport Aviation Must Correspond to Modern Requirements", by Engineer Lieutenant-Colonel L. Sokolov-Sokolenok

- l. Enclosed is a verbatim translation of an article from the SECRET Collection of the Journal "Military Thought" published by the Ministry of Defense, USSR, and distributed down to the level of division commander.
- 2. For convenience of reference by USIB agencies, the codeword IRONBARK has been assigned to this series of TOP SECRET CSDB reports containing documentary Soviet material. The word IRONBARK is classified CONFIDENTIAL and is to be used only among persons authorized to read and handle this material.
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	R	ichard Helms Director (Plans)	
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Original: The Acting Director of Central Intelligence

cc: The Director of Intelligence and Research, Department of State

The Director, Defense Intelligence Agency

The Director for Intelligence, The Joint Staff

The Assistant Chief of Staff for Intelligence, Department of the Army

The Director of Naval Intelligence Department of the Navy

The Assistant Chief of Staff, Intelligence U. S. Air Force

The Director, National Security Agency

Director, Division of Intelligence Atomic Energy Commission

National Indications Center

Chairman, Guided Missiles and Astronautics Intelligence Committee

Deputy Director for Research

Deputy Director for Intelligence

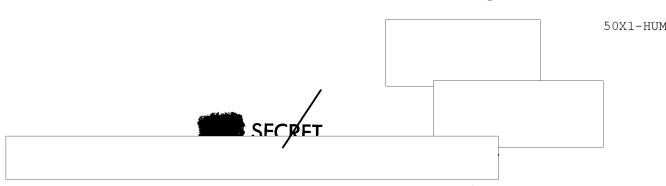
Assistant Director for National Estimates

Assistant Director for Current Intelligence

Assistant Director for Research and Reports

Assistant Director for Scientific Intelligence

Director, National Photographic Interpretation Center



Reserves of Military-Transport Aviation Must Correspond to Modern Requirements by Engineer Lieutenant-Colonel L. Sokolov-Sokolenok Maneuvers and exercises being conducted by the armed forces of NATO to prevent the movement of troops and materiel along land communication routes bear out the fact that the probable enemy expects to inflict mass nuclear strikes against our rear area installations, routes of communication, and to create "barriers" and "lethal zones" with high levels of radiation. In these conditions the need arises to assign a considerable share of the transportation of troops, equipment and various military freight to military-transport aviation. However, up to the present time, our military-transport aviation, because of the limited number and load-carrying capacity of aircraft, is unable to cope with the large number of major combat tasks assigned to it. To illustrate, we cite an example showing what a tremendous number of VTA (Voyenno-transportnaya aviatsiya) aircraft are needed for the movement by air of a motorized rifle division, and the extent to which materiel is needed for supplying a front and combined-arms army. If we consider the load capacity of AN-8 and AN-12 aircraft to be 8 and 10 tons respectively, then in order to transport only one motorized rifle division (without tanks and with a reduced number of motor vehicles) weighing 6,500 tons for a distance of 2,000 km, without refuelling at intermediate airfields. up to 580 AN-8 and ages	``,	SE SE DET		50X1-
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In order to partially satisfy the military-transport aviation needs of our army, it is imperative not only to increase the numerical strength of the military-transport aviation and the load-carrying capacity of the airplanes, but to use all the aviation reserves at our disposal.

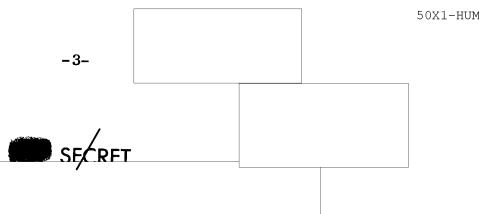
In our opinion, such reserves are the civil air fleet and bomber aviation.

During recent years, military-transport aviation (VTA) and the civil air fleet (GVF) of the Soviet Union have made a big jump forward in their development. Within a short period of time the re-equipment of the aircraft pool (samoletnyy park) of the VTA and the GVF has been carried The obsolete aircraft LI-2, IL-12T, IL-14T, and TU-4D have been replaced by the quite modern military-transport aircraft AN-8 and AN-12. The pool of passenger aircraft has been replenished with fast, comfortable, multiplace liners, TU-104, IL-18, AN-10, and TU-114. Presently undergoing testing are the AN-24 turboprop and TU-124 turbojet passenger aircraft.

The volume of air transport of the GVF, speaking only of Soviet internal lines, will multiply over the ten-year period 1955 to 1965 by 13 to 15 times for passenger, and 4.5 to 5 times for cargo transport.

During the same period of time, the tonnage carried will multiply by 9 to 9.5 times. According to the findings of the Academy of Sciences of the USSR, it is envisaged that in 1980 air transport will carry 180 to 200 million persons on long-distance flights, which will constitute about 40 percent of the total volume of long-distance passenger travel.

Satisfying the needs of our national economy for longdistance air transport will be accomplished by a further increase in the load-carrying capacity, the net cubic capacity of the baggage and passenger compartments, and the range and speed of the aircraft and helicopters which are being built and designed.



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		assenger aircraft, -transport counter- personnel, ammunition,
helicopters of the civ	il air floct	on and improvement s of airplanes and e also, to some extent, ry-transport aviation.
load-carrying capacity performance, its role aviation has grown. In possess, from the milicapabilities. For ins AN-10, and TU-114, in effect air transport a landing force (posadoc AN-10TS a 111-man 1 (parashyutist-desantni TU-114TS a 247 to freight. In addition, tions of passenger air fuel. Thus, the AN-10 37 two-hundred-liter d I1-18T airplane 640 up to 133 two-hundred-	passenger aircrain, economy, and go as a reserve of many modern Soviet tary point of viet tary point of viet tare, such airplateir military cosfollows: IL-18 anyy desant) or 1 anding force or 6 all the military planes are adapted airplane can strums and 178 twenty-liter cansiter drums.	pod technical flight military-transport to passenger aircraft ew, great potential lanes as the IL-18, bunterparts, can large at the sounterparts, can large at the sounterparts and the sounterparts and the sorce or 30 tons of e-transport modificated for transporting imultaneously carry ty-liter cans; the the TU-114TS
However, the mode fleet has a number of decrease its potential This, in our opinion, rea passenger airplane the transport role is not a result conversion of	mportant deficier combat and operate sults from the fa	ncies which sharply tional possibilities. act that in designing

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The high level of combat readiness of military-transport aviation is an important prerequisite to the effectiveness of This requirement introduces the need to ensure swift commitment into action of its main reserve -- the civil air However, swift and mass commitment of the airplane and helicopter pool of the GVF into the system of military transport is feasible only if it is equipped appropriately in good time with both universal systems of landing and transport equipment (desantno-transportnoye oborudovaniye), and with military-transport modifications of passenger airplanes converted in advance. In addition, for the most rapid utilization of the GVF as a reserve of VTA in wartime, and in order to perform special freight transport in peacetime, it would be expedient, even at the present time, to build up, in part, the airplane and helicopter pool of civil aviation with AN-8 and AN-12 "cargo" transport airplanes and MI-4 and MI-6 transport helicopters.

It is known that the layout, the design of the cabins and baggage compartments, the location and size of cargo hatches, entry doors and other special equipment of passenger aircraft, when used as military-transport and ambulance variants, must assure convenient and, in particular, fast, loading and unloading of people, combat materiel, various military cargos, and, in addition, the dropping of a parachute These basic requirements are not always met in the design and construction of new passenger aircraft. Thus, in spite of the comparatively large dimensions of the cargo cabin (22.5 x 2.2 x 2.3 m) and the considerable load capacity (14t) of the IL-18T airplane, the strength of the cabin floor, which permits a load of only 280 kg/m², and the small size of the entrance door (1400 x 760 mm), considerably limit the list of cargos and weapons suitable for transport. As far as the dropping of parachute forces or of small-sized parachuted cargos is concerned, the passenger aircraft TU-114, IL-18, TU-104, and TU-124, just like their military-transport modifications TU-114TS, IL-18T, TU-104TS, TU-124TS, are not suited for this.

In order to increase the combat capabilities of the military transport modifications of the passenger airplanes,

The passenger airplanes,

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time and stud equi land	s imperative, in o tional work on the , to ensure the ca small-sized parach y must be made of oment on passenger ing of suspension and P-110K.	pability of drouted cargos. I the feasibility	st possible pe pping parachut n addition, a of installing	riod of e forces thorough removable	, m
in ac varie the diame and the I have The e opening craft 1250 while 1220 hatch cargo the cargo t	Due to the lack of the baggage hatch of aircraft, great thieving the standard on packing contains. Tu-104 and IL-18 at the (3.5 m), have a thieven and Boeing-707 much larger entry exact same picture and of the baggage hat Tu-104, Tu-114, In the above-ment are 1270 mm. Natura openings and entry which can be transombat capabilities. It is known that sported is necessart in the cargo of tunately, the desides Antonov, Ilyus mooring equipment osence of standard icates the use, in the baggage of the cargo of tunately are the cargo of standard icates the use, in the cargo of standard icates the use, in the cargo of equipment of the cargo of standard icates the use, in the cargo of standard icates the use, in the cargo of equipment of the cargo of standard icates the use, in the cargo of equipment of the cargo of standard icates the use, in the cargo of equipment of equipment of the cargo of equipment of the cargo of equipment of equip	penings and the difficulties are difficulties are ardization and mers being transiteraft, with the relatively small lile American air 7, with the same doors (1600 x 8 can be observed atches: in the L-18, and AN-10 and 1290 x 760 tioned American ally, the larger ry doors increas apported by air, sof transport a secure mooring of the period of the period and the base of the period with the most vization and unity dustrial series	entry doors of the being encountiformity of the same maximum lentry doors of the same maximum fusels and 1830 x lin examining a Soviet passend they are 1300 mm, respective aircraft they are size of the best he variety and therefore ircraft. If the cargos be avoid its shift gage compartment of the chief design, outfit the aried working formity in the production are districted.	n pas- ntered the example, n fuselage (1300 x 700 nilar type, ge diameter, 865 mm). the eger air- x 780, ly, are 2000 x 920 a aggage of increases eing ting in ents. ners, aircraft principles. s matter	nd
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TU-1 case exc1 dist	Our modern passenger aircraft, in their ambulance sions—are a dependable method of quickly evacuating wounded or incapacitated. The IL-18T, AN-10TS and 14TS aircraft can transport 69, 73 and 216 stretcher s, respectively. Wide use of ambulance aviation will ude multiple—stage evacuation and will permit rapid ribution of the wounded to medical facilities in the rear.	
of ar a sir versit would the weither a greather personal transeven trap longe extre losse utili aircreon bos	However, in spite of the obvious effectiveness of g passenger aircraft for evacuation transport, there I are no unified standards nor authorized inventory mbulance equipment to be installed in aircraft. Not ngle one of our aircraft, converted into an ambulance ion, has air-conditioning installed on board, which id ensure proper conditions for loading and unloading wounded and the sick when outside temperatures are ser very high or very low. As experience has shown, eat deal of time is spent for loading the wounded into one one aircraft and unloading them therefrom. For only, the loading of 69 stretcher cases into an ambulance—sport version of the IL-18 aircraft by a team of 6 men, with the aid of a mechanized ramp (mekhanizirovannyy takes 90 minutes. Naturally, such excessively promely hot or cold temperatures, will result in further second in order to increase the combat and ty potential of military-transport versions of passenger aft, it is necessary to resolve the question of installing ard the equipment for mechanized loading and for air tioning in the cabins while sitting on hardstands.	
	It is obvious that military-transport aircraft and ary-transport versions of passenger aircraft must have lent take-off and landing above.	
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dependability are not satisfactory at present. This is the basic impediment in the matter of ensuring safe flights of airplanes and lowering the cost of their operation.

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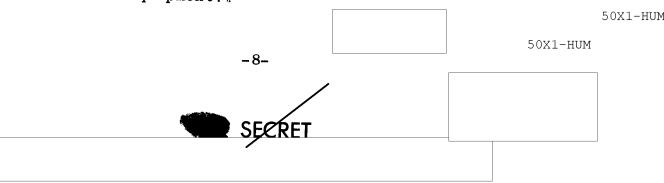
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An important task of the VTA, in a maneuvering war, with the clustered nature of combat operations, will be the landing of troops in the rear of the enemy, and supplying materiel to the operational and tactical landing forces and the troops operating out of touch with the main forces of the front. Operations for landing forces in the rear of the enemy, and for supplying the landing forces and troops operating out of contact with the main forces, will be conducted, as a rule, in the face of strong opposition from PVO means. Naturally, under such circumstances, the combat tasks will be performed most successfully by an aircraft which has high speed and effective defensive armament. Therefore, in order to perform the task of parachute landing of materiel, it may be necessary to call on bomber aviation in some cases.

For transport by a landing or by parachute-dropping of small cargos, bomber aircraft can be used without any additional equipment. In this case, the bomb bays are loaded with cargo in parachute-drop containers and packing containers.

Heavy and large-sized cargo and combat equipment can be transported by slightly re-equipped bombers in universal, enclosed, streamlined, parachute container-cabins, which are suspended under the fuselage or under the wings of the

The Soviet bombers TU-2 and TU-4D can serve as an example of the use of bomber aviation for landing-transport purposes. The TU-2 aircraft, somewhat re-equipped, could transport, by external suspension under the fuselage, a GAZ-67 motor vehicle, a 120 mm mortar, or a 57 or 76 mm gun. For air transport of large-sized equipment, streamlined cabins P-73, P-90, and P-110K were used. TU-4D aircraft transported cargo up to 5 t gross weight. The same aircraft could transport and subsequently drop 29 paratroopers, with weapons and equipment.



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be us vario cabin decre of th and s	At the present time, for ping of various large-size tively obsolete IL-28, To sed, and in case of necessors types. In transport is, the range of flight cased by a quite acceptable TU-16 aircraft, flying ize of the P-90 cabin, to 12 percent.	U-16 and TU-95 bombers ssity, delivery aircraby external suspension of these aircraft will ole amount. Thus, in	ne com- s could aft of on cargo be the case	
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